

#2
LTIP

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Hamilton County CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/11/09

CONTACT: Tim Gilday PHONE # (513) 946-8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: RIDGE ROAD & HIGHLAND AVENUE IMPROVEMENT

SUBDIVISION TYPE

(Check only 1)

- ☒ 1. County
☐ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,467,000.00
☐ 2. Loan \$.00
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$1,665,000.00

FUNDING REQUESTED: \$1,467,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,467,000.00 ^{xx} LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check only 1)

- ☐ State Capital Improvement Program
☒ Local Transportation Improvements Program
☐ Small Government Program

2009 SEP - 9 AM 8: 10

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$_____.**00**

Preliminary Design \$_____.

00

Final Design \$_____.

00

Bidding \$_____.

00

Construction Phase \$_____.

00

Additional Engineering Services

\$_____.**00**

***Identify services and costs below.**

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$_____.**00**

c.) Construction Costs:

\$**1,665,000.00**

d.) Equipment Purchased Directly:

\$_____.**00**

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$_____.**00**

f.) Construction Contingencies:

\$_____.**00**

g.) TOTAL ESTIMATED COSTS:

\$**1,665,000.00**

***List Additional Engineering Services here:**
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	\$ _____,00	
b.)	Local Revenues Ham. Co.	\$ <u>165,000.00</u>	<u>10</u>
c.)	Other Public Revenues	\$ _____,00	
	ODOT	\$ _____,00	
	Rural Development	\$ _____,00	
	OEPA	\$ _____,00	
	OWDA	\$ _____,00	
	CDBG	\$ _____,00	
	OTHER Columbia Twp.	\$ <u>30,000.00</u>	<u>2</u>
	Cincinnati	\$ <u>3,000.00</u>	
	SUBTOTAL LOCAL RESOURCES:	\$ <u>198,000.00</u>	<u>12</u>
d.)	OPWC Funds		
	1. Grant	\$ <u>1,467,000.00</u>	<u>88</u>
	2. Loan	_____	
	3. Loan Assistance	\$ _____,00	
	SUBTOTAL OPWC RESOURCES:	\$ <u>1,467,000.00</u>	<u>88</u>
e.)	TOTAL FINANCIAL RESOURCES:	\$ <u>1,665,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: RIDGE ROAD& HIGHLAND AVENUE IMPROVEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION: *(Please see the attached location map).*

The project is located in Columbia Township and the City of Cincinnati. The construction limits are as follows:

Ridge Road:

From: the L/A right-of-way line of I-71 **to:** the south edge of the I & O Railroad grade crossing. Length = 2,900'

Highland Avenue:

From: the Cincinnati corp. line **to:** Kennedy Avenue Length = 3,000'

PROJECT ZIP CODE: 45227

B: PROJECT COMPONENTS:

Perform significant amount of full depth and partial depth pavement; repair/replace deteriorated curbs; repair broken catch basins; mill existing asphaltic concrete overlay and resurface with 2 1/2" of 448 pavement; remove existing substandard curb ramps and replace with ADA compliant ramps; widen the SW leg of Ridge & Highland (for alignment) so a double left turn to south-bound Ridge can be installed (see attached diagram). Upgrade the existing signal at Highland and Ridge.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The project length is 7,900 feet (1.50 miles) and the width varies from 36 feet to 60 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 11,155 Year: 2009 Projected ADT: Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,467,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 0.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06 / 30 / 08</u>	<u>09 / 30 / 08</u>
4.2 Bid Advertisement and Award:	<u>11 / 30 / 10</u>	<u>12 / 31 / 10</u>
4.3 Construction:	<u>02 / 15 / 11</u>	<u>12 / 31 / 11</u>
4.4 Right-of-Way/Land Acquisition:	N/A	N/A

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>William W. Brayshaw</u>
TITLE	<u>Hamilton County Engineer</u>
STREET	<u>10480 Burlington Road</u>
CITY/ZIP	<u>Cincinnati, OH 45231</u>
PHONE	<u>(513) 946 - 8902</u>
FAX	<u>(513) 946 - 8901</u>
E-MAIL	<u>william.brayshaw@hamilton-co.org</u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Dusty Rhodes</u>
TITLE	<u>Hamilton County Auditor</u>
STREET	<u>138 East Court Street</u>
	<u>Room 304, CAB</u>
CITY/ZIP	<u>Cincinnati, OH 45202</u>
PHONE	<u>(513) 946 - 4045</u>
FAX	<u>(513) 946 - 4043</u>
E-MAIL	<u>auditor@fuse.net</u>

5.3 PROJECT MANAGER

	<u>Timothy Gilday</u>
TITLE	<u>Planning & Design Engineer</u>
STREET	<u>10480 Burlington Road</u>
CITY/ZIP	<u>Cincinnati, OH 45231</u>
PHONE	<u>(513) 946 - 8914</u>
FAX	<u>(513) 946 - 8901</u>
E-MAIL	<u>tim.gilday@hamilton-co.org</u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-17-09
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

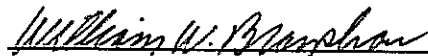
FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Ridge Road & Highland Avenue Improvement project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.



WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

RESURFACING TALLY SHEET
RIDGE

LENGTH
WIDTH

ITEM SPEC	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL QUANTITIES
201	CLEARING & GRUBBING, INC. TREE REMOVAL	LS	0.50	\$1,000.00	\$500.00
202	TRENCH DRAIN REMOVED	F	0.00	\$0.00	\$0.00
202	SLOTTED DRAIN REMOVED	F	0.00	\$0.00	\$0.00
251	PARTIAL DEPTH PAVEMENT REPAIR	SY	1000.00	\$40.00	\$40,000.00
254	PAVEMENT PLANING	SY	9500.00	\$3.00	\$28,500.00
448	ASPH. CONC INTER. TYPE 1 PG(70-22)	CY	400.00	\$150.00	\$60,000.00
448	ASPH. CONC. SURF., TYPE 1H	CY	425.00	\$150.00	\$63,750.00
604	CB ADJ. TO GRADE (RING)	EA	1.00	\$300.00	\$300.00
604	CB ADJ. TO GRADE (B&M)	EA	6.00	\$600.00	\$3,600.00
604	ST. MH ADJ. TO GRADE (RING)	EA	1.00	\$300.00	\$300.00
604	ST. MH ADJ. TO GRADE (B&M)	EA	1.00	\$600.00	\$600.00
604	SAN. MH ADJ. TO GRADE (RING)	EA	1.00	\$300.00	\$300.00
604	SAN. MH ADJ. TO GRADE (RING)	EA	1.00	\$600.00	\$600.00
604	SAN. MH ADJ. TO GRADE (CONCRETE RING)	EA	1.00	\$600.00	\$600.00
604	SAN. MH ADJ. TO GR W/NEW CAST (CONC RING)	EA	1.00	\$1,200.00	\$1,200.00
604	SAN. MH ADJ. TO GRADE (B&M)	EA	1.00	\$600.00	\$600.00
604	WVC ADJ. TO GRADE (RING)	EA	0.50	\$600.00	\$300.00
604	WVC ADJ. TO GRADE (B&M)	EA	6.00	\$600.00	\$3,600.00
604	MONUMENT BOX ADJUSTED TO GRADE	EA	0.00	\$600.00	\$0.00
SPL	12" CONC. PIPE AS DIRECTED	F	50.00	\$100.00	\$5,000.00
SPL	CONCRETE WALK REPAIR @ 5"	SF	1500.00	\$7.00	\$10,500.00
608	CURB RAMP (COMBINED, CONCRETE WALK)	EA	2.00	\$750.00	\$1,500.00
614	MAINTAINING TRAFFIC	LS	0.50	\$50,000.00	\$25,000.00
621	RAISED PAVEMENT MARKERS	EA	150.00	\$25.00	\$3,750.00
1125	VALVE BOX RESET	EA	2.00	\$500.00	\$1,000.00
646	CENTER LINE	M	0.50	\$4,000.00	\$2,000.00
646	EDGE LINE	M	0.50	\$2,300.00	\$1,150.00
646	LANE LINE	M	0.50	\$1,200.00	\$600.00
646	CHANNELIZING LINE	F	250.00	\$3.00	\$750.00
646	CROSSWALK LINE	F	150.00	\$5.00	\$750.00
646	DIAGONAL LINE	F	250.00	\$6.00	\$1,500.00
646	LANE ARROW	EA	10.00	\$115.00	\$1,150.00
646	WORD ON ON PAVEMENT	EA	2.50	\$150.00	\$375.00
646	STOP LINE	F	100.00	\$8.00	\$800.00
646	CURB MARKING	F	0.00		\$0.00
646	ISLAND MARKING	SF	250.00	\$4.00	\$1,000.00
646	SCHOOL SYMBOL	EA	1.50	\$500.00	\$750.00
646	DOTTED LINE	F	55.00	\$3.00	\$165.00
SPL	PERFORMANCE BOND	LS	0.50	\$5,000.00	\$2,500.00
SPL	CONCRETE DRIVE REPLACEMENT @ 7"	SY	1000.00	\$85.00	\$85,000.00
SPL	REMOVE EX. RAISED PAV'T MARK.	EA	150.00	\$7.00	\$1,050.00
SPL	BUTT JOINT (ASPHALT)	F	50.00	\$15.00	\$750.00
SPL	FULL DEPTH REPAIR (CONCRETE)	SY	1000.00	\$100.00	\$100,000.00
SPL	FULL DEPTH REPAIR (ASPH.)	SY	1000.00	\$80.00	\$80,000.00

SPL	CONCRETE CURB & GUTTER REPAIR	F	5000.00	\$30.00	\$150,000.00
SPL	DETECTOR LOOP	EA	0.00	\$1,200.00	\$0.00
SPL	DOWNSPOUT PIPE	F	50.00	\$10.00	\$500.00
SPL	TRENCH DRAIN	F	25.00	\$60.00	\$1,500.00
SPL	REPLACE CATCH BASIN GRATES	EA	15.00	\$125.00	\$1,875.00
SPL	REHAB EX CATCH BASIN/INLET, COMPLETE	EA	1.00	\$1,500.00	\$1,500.00
SPL	RECON EX CATCH BASIN/INLET, COMPLETE	EA	1.00	\$2,000.00	\$2,000.00
SPL	ADJUST EXISTING CATCH BASIN/INLET, COMPLETE	EA	1.00	\$1,000.00	\$1,000.00
SPL	CONCRETE MEDIAN REPAIR	SY	0.00	\$90.00	\$0.00
SPL	MONUMENT BOX INSTALLED	EA	0.50	\$1,000.00	\$500.00
SPL	REMOVE EX CB AND CONST CB-3 , COMPLETE	EA	1.00	\$2,500.00	\$2,500.00
SUBTOTAL					\$692,565.00

**RESURFACING TALLY SHEET
HIGHLAND**

ITEM SPEC	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL QUANTITIES
201	CLEARING & GRUBBING, INC. TREE REMOVAL	LS	1	\$1,000.00	\$500.00
202	TRENCH DRAIN REMOVED	F	0	\$0.00	\$0.00
202	SLOTTED DRAIN REMOVED	F	0	\$0.00	\$0.00
251	PARTIAL DEPTH PAVEMENT REPAIR	SY	500	\$40.00	\$20,000.00
254	PAVEMENT PLANING	SY	9000	\$3.00	\$27,000.00

448	ASPH. CONC INTER. TYPE 1 PG(70-22)		CY	375	\$150.00	\$56,250.00
448	ASPH. CONC. SURF., TYPE 1H		CY	400	\$150.00	\$60,000.00
604	CB ADJ. TO GRADE (RING)		EA	1	\$300.00	\$300.00
604	CB ADJ. TO GRADE (B&M)		EA	8	\$600.00	\$4,800.00
604	ST. MH ADJ. TO GRADE (RING)		EA	1	\$300.00	\$150.00
604	ST. MH ADJ. TO GRADE (B&M)		EA	1	\$600.00	\$600.00
604	SAN. MH ADJ. TO GRADE (RING)		EA	1	\$300.00	\$150.00
604	SAN. MH ADJ. TO GRADE (CONCRETE RING)		EA	1	\$600.00	\$600.00
604	SAN. MH ADJ. TO GR W/NEW CAST (CONC RING)		EA	1	\$1,200.00	\$1,200.00
604	SAN. MH ADJ. TO GRADE (B&M)		EA	1	\$600.00	\$600.00
604	WVC ADJ. TO GRADE (RING)		EA	1	\$600.00	\$300.00
604	WVC ADJ. TO GRADE (B&M)		EA	1	\$600.00	\$600.00
604	MONUMENT BOX ADJUSTED TO GRADE		EA	1	\$500.00	\$250.00
SPL	12" CONC. PIPE AS DIRECTED		F	50	\$100.00	\$5,000.00
SPL	CONCRETE WALK REPAIR @ 5"		SF	1652	\$7.00	\$11,560.50
608	CURB RAMP (COMBINED, CONCRETE WALK)		EA	2	\$750.00	\$1,500.00
614	MAINTAINING TRAFFIC		LS	1	\$25,000.00	\$12,500.00
621	RAISED PAVEMENT MARKERS		EA	150	\$30.00	\$4,500.00
1125	VALVE BOX RESET		EA	2	\$500.00	\$1,000.00
646	CENTER LINE		M	1	\$4,000.00	\$2,000.00
646	EDGE LINE		M	1	\$2,300.00	\$2,300.00
646	LANE LINE		M	1	\$1,200.00	\$600.00
646	CHANNELIZING LINE		F	500	\$3.00	\$1,500.00
646	CROSSWALK LINE		F	500	\$5.00	\$2,500.00
646	DIAGONAL LINE		F	250	\$6.00	\$1,500.00
646	LANE ARROW		EA	5	\$115.00	\$575.00
646	WORD ON ON PAVEMENT		EA	2	\$150.00	\$300.00
646	STOP LINE		F	250	\$8.00	\$2,000.00
646	CURB MARKING		F	0	\$0.00	\$0.00
646	ISLAND MARKING		SF	250	\$4.00	\$1,000.00
646	SCHOOL SYMBOL		EA	0	\$500.00	\$0.00
646	DOTTED LINE		F	200	\$3.00	\$600.00
SPL	PERFORMANCE BOND		LS	1	\$5,000.00	\$2,500.00
SPL	CONCRETE DRIVE REPLACEMENT @ 7"		SY	1500	\$85.00	\$127,500.00
SPL	SIGNAL WORK		LS	1	\$300,000.00	\$150,000.00
SPL	REMOVE EX. RAISED PAV'T MARK.		EA	150	\$7.00	\$1,050.00
SPL	BUTT JOINT (ASPHALT)		F	50	\$15.00	\$750.00
SPL	FULL DEPTH REPAIR (CONCRETE)		SY	1100	\$100.00	\$110,000.00

SPL	FULL DEPTH REPAIR (ASPH.)	SY	1000	\$80.00	\$80,000.00
SPL	CONCRETE CURB & GUTTER REPAIR	F	2000	\$30.00	\$60,000.00
SPL	DETECTOR LOOP	EA	2	\$1,200.00	\$2,400.00
SPL	DOWNSPOUT PIPE	F	50	\$10.00	\$500.00
SPL	TRENCH DRAIN	F	0	\$60.00	\$0.00
SPL	REPLACE CATCH BASIN GRATES	EA	20	\$125.00	\$2,500.00
SPL	REHAB EX CATCH BASIN/INLET, COMPLETE	EA	2	\$1,500.00	\$3,000.00
SPL	RECON EX CATCH BASIN/INLET, COMPLETE	EA	2	\$2,000.00	\$4,000.00
SPL	ADJUST EXISTING CATCH BASIN/INLET, COMPLETE	EA	1	\$1,000.00	\$1,000.00
SPL	CONCRETE MEDIAN REPAIR	SY	0	\$90.00	\$0.00
SPL	MONUMENT BOX INSTALLED	EA	1	\$1,000.00	\$500.00
SPL	REMOVE EX CB AND CONST CB-3, COMPLETE	EA	0	\$2,500.00	\$0.00
HIGHLAND					\$769,935.50
RIDGE					\$692,565.00
CONTINGENCIES		LS			\$100,000.00
WIDENING		LS			\$102,499.50
TOTAL					\$1,665,000.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 18, 2009

STATUS OF FUNDS REPORT

Project: **RIDGE ROAD/HIGHLAND AVENUE REHABILITATION**

This is to certify that the sum of \$165,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

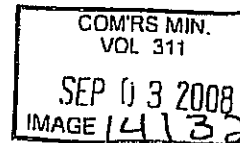
Chief Financial Officer:



DUSTY RHODES
HAMILTON COUNTY AUDITOR

A RESOLUTION AUTHORIZING THE COUNTY ENGINEER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION (OPWC) STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED.

BY THE BOARD:



WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the County of Hamilton, State of Ohio, is planning to make capital improvements to Blue Rock Road, Galbraith Road, Winton Road, Cheviot Road, Delhi Road, Five Mile Road, Ridge Road, Highland Road, Shady Brook Road, Sharon Road and Brehm Road;

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs.

NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners of Hamilton County, State of Ohio as follows:

SECTION I

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is hereby authorized to apply to the OPWC for funds as described above.

SECTION II

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION III

It is found and determined that all formal action of this Board of Hamilton County Commissioners concerning or related to the adoption of this resolution were adopted in an open meeting of this Board of Hamilton County Commissioners and all deliberations of this Board of Hamilton County Commissioners and any of its committees, if any, that resulted in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

This resolution shall be in full force and effect from and immediately after its adoption.

BE IT RESOLVED that the Clerk of this Board be, and she is hereby authorized and directed to certify a copy of this Resolution to the County Engineer, County Auditor, County Recorder and Hamilton County Regional Planning Commission.

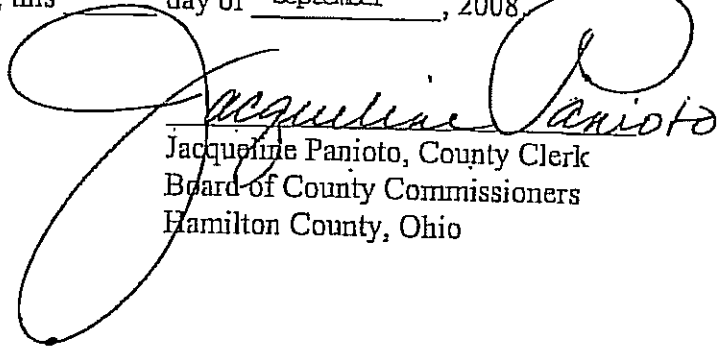
ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, Ohio this 3rd day of September, 2008.

Mr. DeWine, Absent/Excused Mr. Pepper, YES Mr. Portune, YES

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, Ohio, this 3rd day of September, 2008.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the County Commissioners of Hamilton County, Ohio, this 3rd day of September, 2008.


Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

ADDITIONAL SUPPORT INFORMATION

For Program Year 2010 (July 1, 2010 through June 30, 2011), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X____NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing pavement is in very poor condition with many of the joints in the base in failed condition. Significant amounts of full and partial depth pavement repairs are necessary. Most of the curbs have deteriorated and must be replaced. Many of the catch basins must be rebuilt. The deteriorated pavement surface is cracked, rutted, and shoved and needs to be milled and replaced.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Based on 2007 Crash Analysis Report produced by the Hamilton County Engineer's Traffic Department the Ridge and Highland intersection has the third most crashes for county/county intersections. In 2007 there were 23 crashes that equates to a crash rate of 1.31 crashes per MEV. This has been consistent with the average since 2000 being 25 crashes per year. In the limits of this project there were a total of 133 crashes in 2006 and 106 crashes in 2007. The addition of the dual left turn lanes will promote smoother traffic flow thus reducing conflicts. We will also be asking several businesses to eliminate curb cuts as well as restricting movements in conjunction with the project per this offices' Access Management Regulations.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are no significant health issues involved with this project.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Loveland Madeira Road Rehabilitation

Priority 2 Galbraith Road Rehabilitation

Priority 3 Ryholt Wesselman Intersection Upgrade

Priority 4 Blue Rock Road Bridge

Priority 5 Westwood Northern Blvd. Rehabilitation

5) To what extent will the user fee funded agency be participating in the funding of the project?

(Example: rates for water or sewer, frontage assessments, etc.).

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The new pavement will serve to enhance the appeal to possible tenants to now vacant retail stores.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 31, 2007 for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

Columbia Township, City of Cincinnati

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious capacity problems or hazards (be specific).

The addition of dual left turns from Highland onto Ridge will promote smoother traffic flow.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS **E**

Proposed LOS **D**

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

A level of service greater than "C" cannot be achieved due to right of way constraints. Since 1998 the traffic volumes have fallen approximately 10% but have started to rebound the last couple of years. With the current redevelopment of two large sites on Ridge Road north of the intersection we would expect that the counts will return to the 54,000 range in 10 years. The construction of the proposed Kennedy Connector will also affect the traffic in this intersection. See attached Synco data.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that permits appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and ROW agents will meet with owners. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The roads involved in this project are all feeder roads directly to I-71. In addition, Highland Avenue is an east-west connector from Norwood to I-71 and Kennedy Heights and Madisonville. Ridge Avenue intersects with Montgomery Road (US 22), Section Road, Galbraith Road, Ronald Reagan Highway (SR 126) and the City of Reading.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

NO BAN

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 48,136 X 1.20 = 57,763 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 24 - PROGRAM YEAR 2010
PROJECT SELECTION CRITERIA
JULY 1, 2010 TO JUNE 30, 2011**

NAME OF APPLICANT: HAMILTON COUNTY
NAME OF PROJECT: RIDGE ROAD & HIGHLAND AVE. IMPROV.
RATING TEAM: 0

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

Appeal Score

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

10 – Less than 10%

9 – 10% to 19.99%

8 – 20% to 29.99%

7 – 30% to 39.99%

6 – 40% to 49.99%

5 – 50% to 59.99%

4 – 60% to 69.99%

3 – 70% to 79.99%

2 – 80% to 89.99%

1 – 90% to 95%

0 – Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

0 – The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

List total percentage of "Local" funds _____%

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – OTHER

List total percentage of “Other” funds _____ %

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage
_____%
_____%
_____%
_____%
_____%

Criterion 8 – Matching Funds - Other
 The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems
 The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
 Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22
- 3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22
- 0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

- 10 - Major Impact
 - 8 – Significant Impact
 - 6 – Moderate Impact
 - 4 – Minor Impact
 - 2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency’s economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- | | |
|---|--------------|
| 10 - Complete ban, facility closed | Appeal Score |
| 8 – 80% reduction in legal load or 4-wheeled vehicles only | |
| 7 – Moratorium on future development, <i>not</i> functioning for current demand | _____ |
| 6 – 60% reduction in legal load | |
| 5 - Moratorium on future development, functioning for current demand | |
| 4 – 40% reduction in legal load | |
| 2 – 20% reduction in legal load | |
| 0 – Less than 20% reduction in legal load | |

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- | | |
|----------------------|--------------|
| 10 - 30,000 or more | Appeal Score |
| 8 - 21,000 to 29,999 | |
| 6 - 12,000 to 20,999 | _____ |
| 4 - 3,000 to 11,999 | |
| 2 - 2,999 and under | |

Criterion 14 - Users
The applying agency shall provide documentation. A registered Professional Engineer must certify (sign and seal) the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

- | | |
|------------------------------|--------------|
| 5 - Two or more of the above | Appeal Score |
| 3 - One of the above | |
| 0 - None of the above | _____ |

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the “Additional Support Information” form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. Bonds are not eligible for points in this category.